

Memorandum

Date: January 31, 2022

To: Mr. David Padgham – Separovich/Domich Real Estate Development
Ms. Sarah Bergman – Dreyfuss + Blackford Architecture

From: David Manciatì – Fehr & Peers

Subject: Parking Study for Sutter Roseville Medical Center (SRMC)

RS21-4104

This technical memorandum presents the data collection, analysis, and conclusions of our parking study for SRMC. The purpose of the study was to document the existing parking supply and demand, and to determine how the proposed Medical Office Building (MOB) 10 and 12 Medical Plaza Drive garage expansion could change those values.

Construction of MOB 10 is proposed to occur in two phases. Phase 1 will consist of an 85,000 square-foot four-story building with a drop-off area and 32 adjacent parking spaces. It will displace an existing surface lot with 99 parking spaces and a 6,700 square-foot modular building. Phase 2 will include a 15,000 square-foot two-story building attached to the Phase 1 MOB 10 building and removal of 24 adjacent parking spaces. The expansion of the 12 Medical Plaza Drive garage will construct a six-story parking structure attached to the existing five-story parking garage. The expansion will include 556 new parking stalls and will displace an existing surface lot with 93 spaces. The net effect of these changes would be the addition of 372 parking spaces to the campus.

Background

This parking data collection effort is the fourth such study we have conducted since 2003. The results of the three previous studies are summarized in **Table 1**. Data in this table is used later in this memo to compare parking demand trends over time. An updated parking study is now warranted given the following:

- Continued development of the campus (including an expansion of the Emergency Department completed in 2020)
- Current proposal to construct 100,000 square-foot MOB 10



Table 1: Synopsis of Previous Parking Demand Studies at SRMC

Study Period	Occupied Square Footage	Hospital/MOB Square Footage Percentage	Parking Supply	Maximum Parking Utilization	Peak Parking Demand Rate
February 2003	442,210 sq. ft	76% / 24%	1,533 parking spaces	80%	2.77 spaces per ksf
October 2012	721,156 sq. ft. ¹	69% / 31%	2,334 parking spaces	80%	2.57 spaces per ksf
November 2016	801,156 sq. ft.	64% / 36%	2,570 parking spaces	83%	2.66 spaces per ksf

Notes: MOB = medical office building; ksf = thousand square feet

¹ Includes 30,000 sq. ft. of built but unoccupied acute care space in the Sutter Rehabilitation Institute building.

Source: Fehr & Peers, 2022.

Existing Conditions

Fehr & Peers retained National Data Services (NDS) to conduct parking utilization surveys on Tuesday, October 5, 2021 and Thursday, October 7, 2021. During each day, the number of parked vehicles was recorded on an hourly basis beginning at 9 AM and continuing until 4 PM in 25 distinct parking areas of the campus.

Sutter administrators reported 348 people in hospital beds on the first count day and 365 on the second count day (the campus is currently licensed for 382 beds). Additionally, administrators reported that there were new employee orientations on both count days, resulting in 55 additional staff on Tuesday and 25 additional staff on Thursday. Thus, the counted days are representative of a slightly above average condition.

Parking Supply

In addition to counting the number of parked vehicles, NDS also recorded the available parking supply in each lot including classification of spaces as either standard, accessible (i.e., requiring a handicap placard), physician, carpool, valet, motorcycle, or recreational vehicle. Refer to **Figure 1** for a summary of the 25 distinct parking areas and their supplies. This includes floor-by-floor parking supply and demand for both parking garages.

Of the 2,478 total parking spaces on campus, 1,957 (79 percent) are designated as standard spaces, of which about one-third have use restrictions (e.g., patient-only, visitor-only, ambulance, security, EV charge, passenger loading, etc.). Of the remaining 21 percent of spaces, 7.2 percent are reserved for physicians, 5.9 percent are reserved for vehicles with handicap placards, 4.9



percent are reserved for carpool, 2.6 percent are reserved for valet, 0.2 percent are reserved for motorcycles, and 0.4 percent are reserved for recreational vehicles.

Parking Demand

On Tuesday, October 5th, the peak parking demand occurred at 11 AM (2,186 parked vehicles), with similar demand at 2 PM (2,175 parked vehicles). On Thursday, October 7th, peak parking demand occurred during the same hours as Tuesday, with 2,121 parked vehicles at both 11 AM and 2 PM. **Figures 1 and 2** illustrate the campus-wide peak parking demand at 11 AM on the first count day and at 2 PM on the second count day. Key findings from this data include:

- Peak parking demand was three percent greater on Tuesday, October 5th than Thursday, October 7th.
- On Tuesday, October 5th, 2,186 vehicles were parked at 11 AM, which represented utilization of 88 percent of all available parking. Of the 25 individual parking areas, 19 had parking utilizations of at least 85 percent, with 8 parking areas having utilizations of 95 percent or higher.
- At 11 AM and 2 PM, the parking areas adjacent the hospital, emergency department, MOB 2, the Sutter Rehabilitation Institute (SRI), and MOB 5 tend to be full or approaching capacity.
- The 9 Medical Plaza Drive parking garage (represented by floors G1 through G3) was 93 percent occupied at 10 AM, 96 percent occupied at 11 AM, and 98 percent occupied at 2 PM during the Tuesday observation. Thus, this garage is effectively full by between 10 and 11 AM.
- At 11 AM and 2 PM, the east side of campus tends to have lower utilization. The 12 Medical Plaza Drive garage is at 74 percent and 72 percent of capacity at 11 AM and 2 PM, respectively. The first four floors of the garage (represented by floors P1-P4) were consistently above 84 percent utilization between 9 AM and 3 PM on both count days, while the maximum utilization on the top floor (represented by floor P5) was observed to be only 27 percent, occurring at 3 PM during the Tuesday observation.

As evidenced by the data shown in Appendix A, the demand for parking stayed fairly strong and constant throughout the workday. On both days, the campus-wide parking demand continuously exceeded 75 percent from 9 AM to 3 PM, inclusive.

The following describes the parking demand for specific user groups:

- Handicapped parking demand differed considerably by parking lot. In parking areas A1, B2, B3, D2, and G1, 100 percent of these spaces were occupied. Accessible space peak demand varied from moderate to approaching capacity in the rest of the parking lots. Demand in the 12 Medical Plaza Drive garage was low (i.e., 3 of 9 spaces were occupied). Refer to Appendix A for occupancy data in specific lots.



- Physician-only parking was approaching capacity or entirely occupied in most parking areas. On Tuesday, October 5th, 88 percent of all physician-only spaces were occupied at 11 AM. Lots A1, D1, H2, K1, and K2, as well as floors P1 and G1, each had two or fewer available physician-only spaces at peak occupancy. The remaining parking lot with physician-only parking, Lot H4, reached a peak occupancy of 78 percent at 1 PM on the second count day. This means there were spaces for up to 5 additional physician vehicles in Lot H4.
- On the second count day, carpool or vanpool parking was full or approaching capacity (i.e., greater than 90 percent occupancy) in Lots C2 and H1, as well as in the 12 Medical Plaza Drive garage. This garage had spaces for up to 7 more vanpool/carpool vehicles.
- Clean Air parking spaces in the 12 Medical Plaza Drive garage were well-utilized (i.e., 8 of 10 spaces occupied). EV charging spaces in this garage were fully used on both count days (i.e., 10 out of 10 spaces occupied).
- Valet/Overflow parking in Lot C2 had a peak occupancy of 83 percent, while valet parking in Lot H3 reached 91 percent occupancy.

Parking Demand Rate

Based on the peak parking demand of 2,186 spaces from the first count day, the campus's current peak parking generation rate is 2.35 spaces per thousand square feet (ksf) of gross building space. This represents an 11.6 percent decrease from the November 2016 parking demand rate of 2.66 spaces per ksf shown in Table 1. This decrease in parking demand rate may be due to the following:

- A comparison of 2016 and 2021 data shows that peak parking demand only grew by 32 spaces (from 2,154 to 2,186). This is generally consistent with the 2016 Fehr & Peers parking study for the ED expansion, which anticipated it would cause a relatively small increase in parking demand despite its considerable size (98 ksf). As stated in that study, the ED expansion was intended to relieve overcrowding and to provide additional ICU space. It was not intended to accommodate outpatient visits or other high turnover activities.
- The November 2016 parking demand rate is based on "occupied" square footage, while the 2021 rate is based on gross square footage¹.
- Factors related to the current COVID-19 pandemic may have affected campus trip generation (e.g., increase in remote work and tele-medicine appointments).

¹ Fehr & Peers inquired about the proportion of campus space that is occupied versus unoccupied. However, we have been advised that the amount that is occupied versus unoccupied is unknown. Therefore, the parking demand model was developed based on gross square footage.



Development of Parking Demand Model

According to Sutter Health, there are currently 929,524 gross square feet of medical space on the campus (see Appendix A for square footage by use and building). This consists of 69.4 percent hospital space and 30.6 percent medical office space.

Parking Generation, 5th Edition (Institute of Transportation Engineers, 2019) contains the following data with respect to medical center parking demand:

- Hospital (Land Use Code 610): peak period parking demand of 2.25 spaces per ksf based on 11 studies of urban/suburban hospitals whose average size was 383 ksf.
- Medical-Dental Office Building (Land Use Code 720): peak period parking demand of 3.23 spaces per ksf based on 117 studies whose average size was 46 ksf.

Using these rates and the campus's current building totals, the campus would be expected to have a peak parking demand of 2,370 spaces. The fact that the expected demand exceeds the observed demand by 8.4 percent is intuitively reasonable as there are certainly staff, patients, visitors, etc. who park once and visit both the hospital and an MOB during a single visit. Thus, the disaggregated ITE parking demand rates provide a good fit for conditions at SRMC, but require a minor calibration to precisely match the 2021 observations. The calibrated MOB parking demand rate of 2.98 spaces per ksf^{2,3} was then used for estimating how much parking demand the construction of MOB 10 would yield.

Effect of 12 Medical Plaza Drive Expansion and MOB 10 (Phase 1)

As previously stated, Sutter Health proposes to construct MOB 10 in two phases. Phase 1 will consist of an 85,000 square-foot four-story building with a drop-off area and 32 adjacent parking spaces. It will displace an existing surface parking lot with 99 parking spaces and a 6,700 square-foot portable building. The modular building is presumed to house non-medical activity and generate only a modest amount of vehicle trips. Its removal is not considered in the parking calculations below.

² Calibrated as follows: ITE peak parking demand rate of 3.23 spaces per ksf of MOB was divided by 108.4 percent to account for ITE approach overestimating actual demand by 8.4 percent, thereby yielding 2.98 spaces per ksf.

³ According to the City of Roseville Municipal Code, 5 parking spaces are required per 1 ksf of MOB. However, this analysis shows that with the MOB characteristics at Sutter Roseville Medical Center, providing parking at that level would result in an oversupply of parking. Using the calibrated parking demand model for the campus, MOB has a peak demand of 2.98 spaces per ksf. Applying an effective demand-to-supply ratio of 0.90 (to account for illegal parking, vehicles circulating to find spaces, etc.), a reasonable parking supply ratio for MOB 10 would be 3.31 spaces per ksf.



Concurrent with MOB 10, Sutter Health proposes to expand the 12 Medical Plaza Drive parking garage to include an attached six-story parking structure with 556 new parking stalls. The garage expansion would also displace an existing surface parking lot with 93 parking spaces.

Tables 2 and 3 show how the proposed MOB 10 (Phase 1) and 12 Medical Plaza Drive garage expansion would affect the campus’s peak period parking supply and demand, respectively. As shown, the campus parking supply would increase by 396 spaces (from 2,478 to 2,874) and the campus parking demand would increase by 253 spaces (from 2,186 to 2,439). As a result, the campus-wide parking utilization would decrease from 88 percent under existing conditions to 85 percent under existing plus project (Phase 1) conditions.

Table 3 also shows where new and displaced parking demand is likely to be absorbed. Most of the increase in demand would park in the expanded 12 Medical Plaza Drive garage. Lot H2 has reserve capacity and is in the proximity of MOB 10 and displaced parking lot H1. Therefore, a modest amount of demand would be expected to park in Lot H2. Other parking areas within walking distance, such as D2, H3, and H4, would absorb a nominal amount of demand, as they are currently approaching capacity. Lots D1, K2, and K3, as well as the 9 Medical Plaza Drive garage, are not shown to increase in demand, as they are effectively full (i.e., greater than 95 percent utilization). With Phase 1, the 12 Medical Plaza Drive garage would have a peak occupancy of 68 percent.

Table 2: Effect of 12 Medical Plaza Drive Expansion/MOB 10 (Phase 1) on Supply

Parking Area	Supply			
	Existing Conditions ¹	MOB 10 Change (Phase 1)	12 Medical Plaza Dr Expansion Change	Existing Plus Project (Phase 1)
K1	102	-99	0	3
MOB 10 Lot	-	+32	0	32
H1	59	0	-59	0
H2	188	0	-34	154
12 Medical Plaza Drive Expansion	-	0	+556	556
Campus Total	2,478	-67	+463	2,874

Notes: ¹ Existing parking supply based on parking data collected on Tuesday, October 5th, 2021.
 Source: Fehr & Peers, 2022.



Table 3: Effect of 12 Medical Plaza Drive Expansion/MOB 10 (Phase 1) on Demand

Parking Area	Demand (Percent Utilization)			
	Existing Conditions ¹	MOB 10 Change (Phase 1) ²	12 Medical Plaza Dr Expansion Change	Existing Plus Project (Phase 1)
K1	77 (75%)	-76	0	1 (33%)
MOB 10 Lot	-	+32	0	32 (100%)
D2	48 (94%)	+1	0	49 (100%)
H1	40 (68%)	0	-40	0 (N/A)
H2	157 (84%)	+12	-28	141 (92%)
H3	54 (93%)	+1	0	55 (95%)
H4	63 (76%)	+2	0	65 (78%)
12 Medical Plaza Dr (Existing + New)	365 (74%)	+281	+68	714 (68%)
Campus Total	2,186 (88%)	+253 ³	0	2,439 (85%)

Notes: ¹ Existing parking demand based on parking occupancy data collected at 11 AM on Tuesday, October 5th, 2021
² Where lots were already at least 95% occupied, no additional demand was added (since they are effectively full).
³ Computed using calibrated parking demand rate derived from the Medical-Dental Office Building land use category in ITE's Parking Generation, 5th Edition.

Source: Fehr & Peers, 2022.

Effect of 12 Medical Plaza Drive Expansion and MOB 10 (Phase 2)

Phase 2 of MOB 10 proposes a 15,000 square-foot two-story building attached to the Phase 1 building and removal of 24 adjacent parking spaces.

Tables 4 and 5 show how the proposed MOB 10 (Phase 2) and 12 Medical Plaza Drive garage expansion would affect the campus's existing peak period parking supply and demand, respectively. As shown, the campus parking supply would increase by 372 spaces (from 2,478 to 2,850) and the campus parking demand would increase by 298 spaces (from 2,186 to 2,484). As a result, the campus-wide parking utilization would remain relatively constant compared to existing conditions, reducing from 88 percent to 87 percent.

Table 5 also shows where parking demand is likely to be absorbed. Phase 2 is estimated to increase new parking demand over Phase 1 levels by 45 spaces. In addition, 24 spaces in the MOB 10 parking lot would be displaced. These combined 69 vehicles would likely be absorbed by the



expanded 12 Medical Plaza Drive garage due its proximity and reserve capacity. Demand at other parking lots is not projected to change as compared to Phase 1 conditions. **Figure 3** shows the projected campus-wide peak parking demand at 11 AM.

Under MOB 10 Phase 2 conditions, the expanded 12 Medical Plaza Drive garage is projected to be similarly utilized as under existing conditions, with utilization projected to increase from 74 percent to 75 percent.

Table 4: Effect of 12 Medical Plaza Drive Expansion/MOB 10 (Phase 2) on Supply

Parking Area	Supply			
	Existing Conditions ¹	MOB 10 Change (Phases 1 & 2)	12 Medical Plaza Dr Expansion Change	Existing Plus Project (Phase 2)
K1	102	-99	0	3
MOB 10 Lot	-	+8	0	8
H1	59	0	-59	0
H2	188	0	-34	154
12 Medical Plaza Drive Expansion	-	0	+556	556
Campus Total	2,478	-91	+463	2,850

Notes: ¹ Existing parking supply based on parking data collected on Tuesday, October 5th, 2021.
 Source: Fehr & Peers, 2022.



Table 5: Effect of 12 Medical Plaza Drive Expansion/MOB 10 (Phase 2) on Demand

Parking Area	Demand (Percent Utilization)			
	Existing Conditions ¹	MOB 10 Change (Phases 1 & 2) ²	12 Medical Plaza Dr Expansion Change	Existing Plus Project (Phase 2)
K1	77 (75%)	-76	0	1 (33%)
MOB 10 Lot	-	+8	0	8 (100%)
D2	48 (94%)	+1	0	49 (100%)
H1	40 (68%)	0	-40	0 (N/A)
H2	157 (84%)	+12	-28	141 (92%)
H3	54 (93%)	+1	0	55 (95%)
H4	63 (76%)	+2	0	65 (78%)
12 Medical Plaza Dr (Existing + New)	365 (74%)	+350	+68	783 (75%)
Campus Total	2,186 (88%)	+298 ³	0	2,484 (87%)

Notes: ¹ Existing parking demand based on parking occupancy data collected at 11 AM on Tuesday, October 5th, 2021
² Where lots were already at least 95% occupied, no additional demand was added (since they are effectively full).
³ Computed using calibrated parking demand rate derived from the Medical-Dental Office Building land use category in ITE's Parking Generation, 5th Edition.
 Source: Fehr & Peers, 2022.

Sensitivity Test

As previously stated, this analysis is based on gross square footage. A sensitivity test was conducted to determine how campus-wide parking occupancy would change with buildout of the proposed project (MOB 10 Phase 2 and 12 Medical Plaza Drive expansion) under the following hypothetical scenario:

- 1) 95 percent of gross square footage (i.e., 883 ksf of 929 ksf) was occupied during the October 2021 data collection.
- 2) The unoccupied 5 percent of hospital/MOB square footage subsequently becomes occupied at some point in the near future.

Under this scenario, the parking demand model would be recalibrated and would yield an expected peak parking demand of 2,615 spaces under existing plus project (MOB 10 Phase 1&2 and 12 Medical Plaza Drive Expansion) conditions. Therefore, instead of campus-wide 87 percent utilization, the campus-wide parking utilization would be about 92 percent. This exercise



demonstrated that the “plus project” projected campus-wide peak parking utilization of 87 percent would increase by about the same number of percentage points as vacant space becomes occupied (i.e., if 3 percent of vacant space were to be occupied, parking utilization would increase to about 90 percent).

Conclusions

Assuming all campus building square footage is currently in use (i.e., occupied square footage equals gross square footage), the proposed MOB 10 and 12 Medical Plaza Drive Expansion would cause the near-term campus-wide peak parking utilization to decrease from 88 percent to 85 percent under Phase 1 and to 87 percent under Phase 2. A sensitivity test under Phase 2 conditions showed that plus project parking utilization would be higher if currently unoccupied building space becomes occupied.

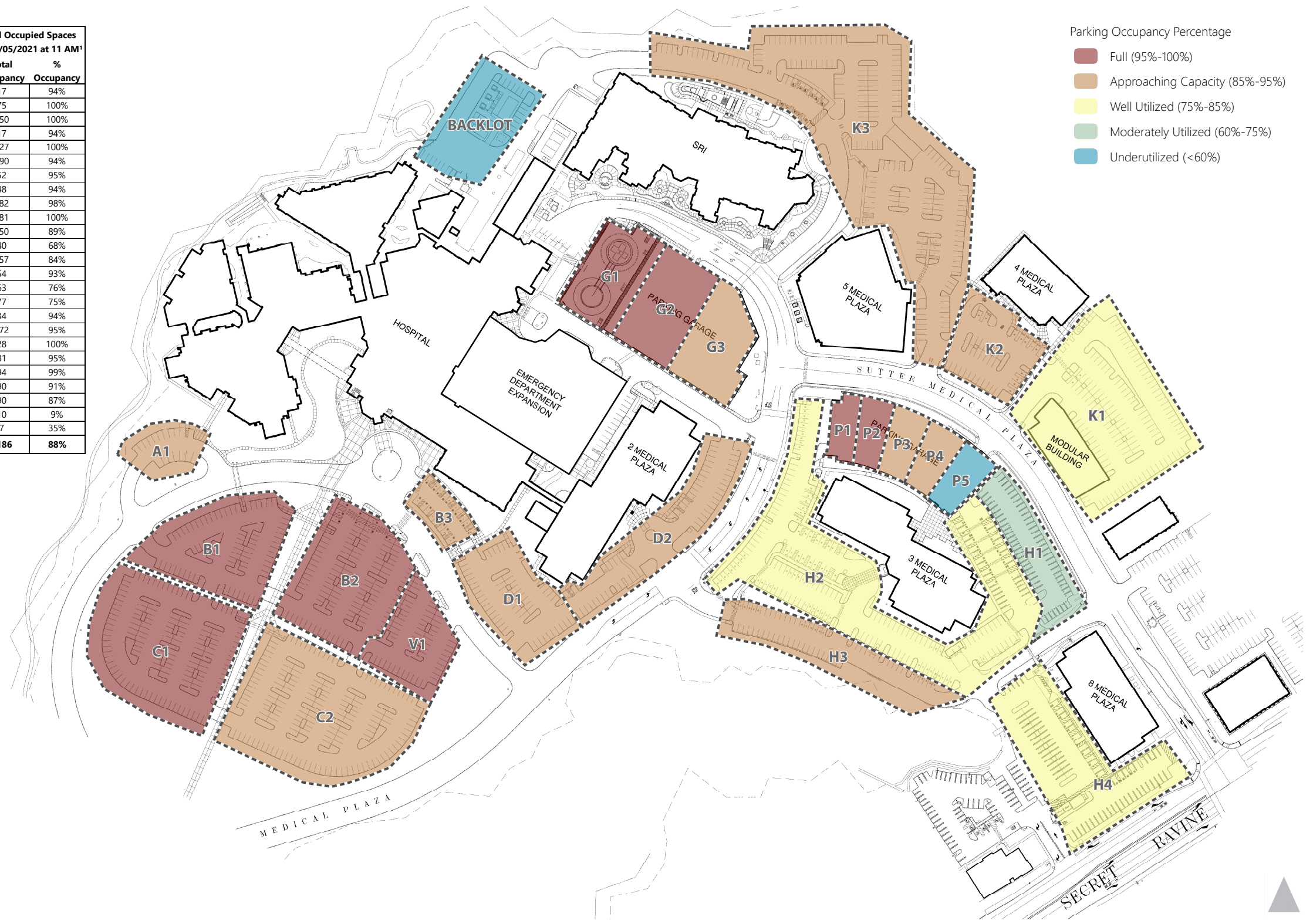
Parking areas on the west side of campus tend to be full or approaching capacity under existing conditions. Parking supply and demand on this side of campus is projected to remain relatively unchanged with the proposed project.

The east side of campus tends to have lower utilization under existing conditions. Most parking demand growth resulting from the proposed project is projected to be absorbed by the expanded 12 Medical Plaza Drive garage, while surrounding parking lots would modestly increase in utilization. Overall, all parking areas would be at least 85 percent occupied at peak, with two exceptions. Lot H4 would remain under capacity and the expanded 12 Medical Plaza Drive garage would have reserve capacity.

SRMC CAMPUS PARKING PLAN SUMMARY OCTOBER 2021

Lot	Type of Parking							Total Occupied Spaces on 10/05/2021 at 11 AM ¹	
	Standard	Handicap	Physician	Carpool	Valet	Motorcycle	RV	Total	Total Occupancy %
A1	8	2	8					18	94%
B1	75							75	100%
B2	141	9						150	100%
B3		18						18	94%
C1	127							127	100%
C2	137			23	42			202	94%
D1			5	50				55	95%
D2	38	13						51	94%
G1	84	11	84			6		185	98%
G2	181							181	100%
G3	169							169	89%
H1	39			20				59	68%
H2	134	37	17					188	84%
H3	36				22			58	93%
H4	44	16	23					83	76%
K1	85	5	8				4	102	75%
K2	17	7	12					36	94%
K3	162	20						182	95%
V1	28							28	100%
P1	57	2	22	4				85	95%
P2	88	1		6				95	99%
P3	91	2		6				99	91%
P4	96	2		6				104	87%
P5	100	2		6				108	9%
BACKLOT	20							20	35%
TOTAL	1957	147	179	121	64	6	4	2478	88%

¹ On the same day at 2:00 PM, occupancy was also 88% (2,175 vehicles).



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Figure 1
Peak Parking Utilization by Lot
Morning Peak Period (11am) on Tuesday, October 5, 2021

SRMC CAMPUS PARKING PLAN SUMMARY OCTOBER 2021

Lot	Type of Parking								Total Occupied Spaces on 10/07/2021 at 2 PM ¹	
	Standard	Handicap	Physician	Carpool	Valet	Motorcycle	RV	Total	Total Occupancy	% Occupancy
A1	8	2	8					18	13	72%
B1	75							75	75	100%
B2	141	9						150	150	100%
B3		18						18	16	89%
C1	127							127	127	100%
C2	137			23	42			202	179	89%
D1			5	50				55	49	89%
D2	38	13						51	44	86%
G1	84	11	84			6		185	182	98%
G2	181							181	180	99%
G3	169							169	165	98%
H1	39			20				59	45	76%
H2	134	37	17					188	145	77%
H3	36				22			58	54	93%
H4	44	16	23					83	69	83%
K1	85	5	8				4	102	66	65%
K2	17	7	12					36	28	78%
K3	162	20						182	171	94%
V1	28							28	14	50%
P1	57	2	22	4				85	72	85%
P2	88	1		6				95	93	98%
P3	91	2		6				99	85	86%
P4	96	2		6				104	79	76%
P5	100	2		6				108	10	9%
BACKLOT	20							20	10	50%
TOTAL	1957	147	179	121	64	6	4	2478	2121	86%

¹ On the same day at 11:00 AM, occupancy was also 86% (2,121 vehicles).

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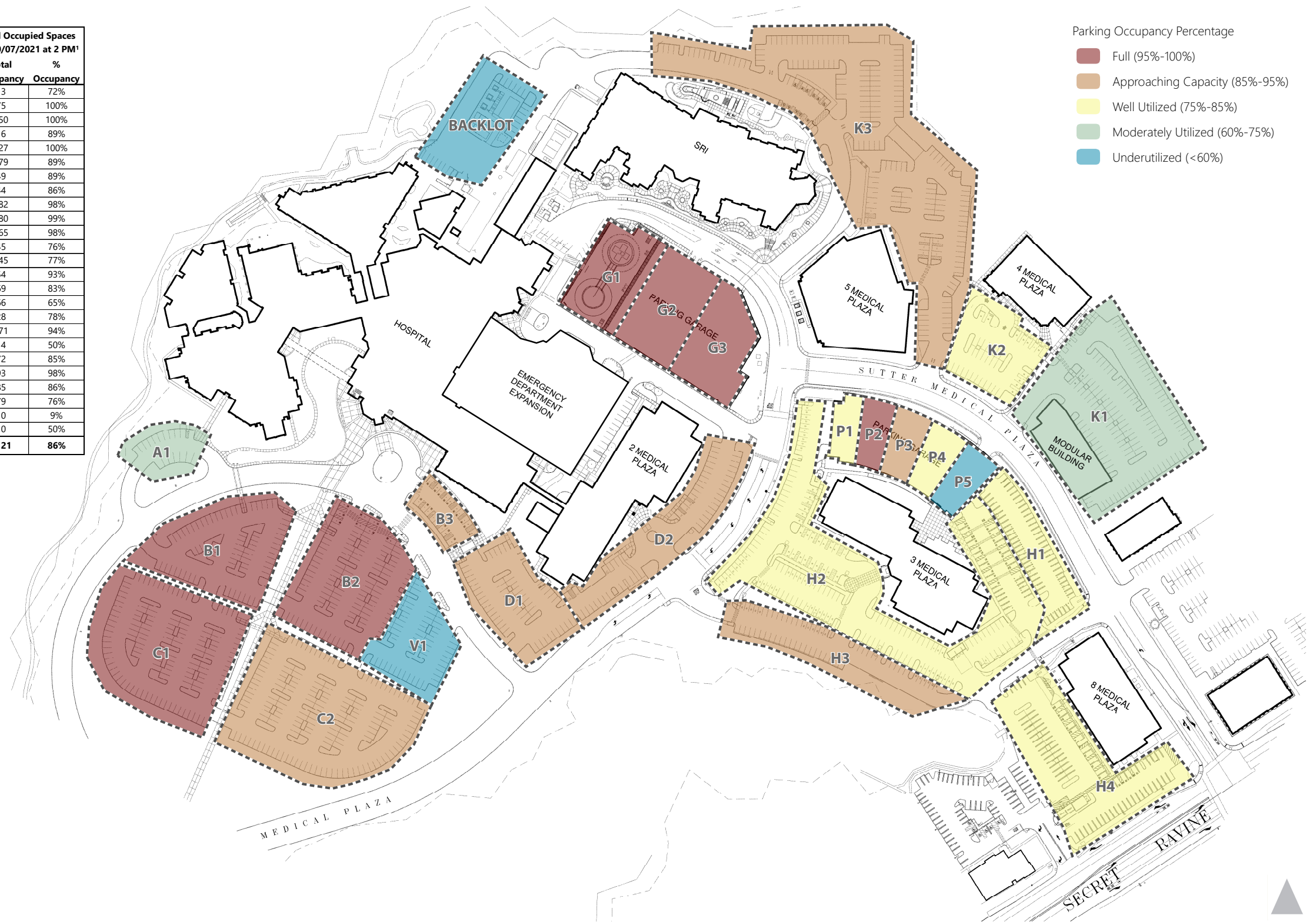
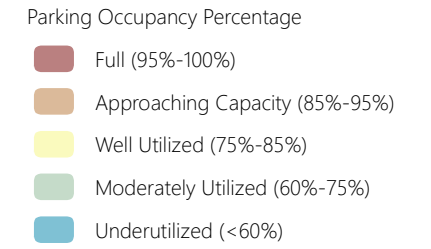
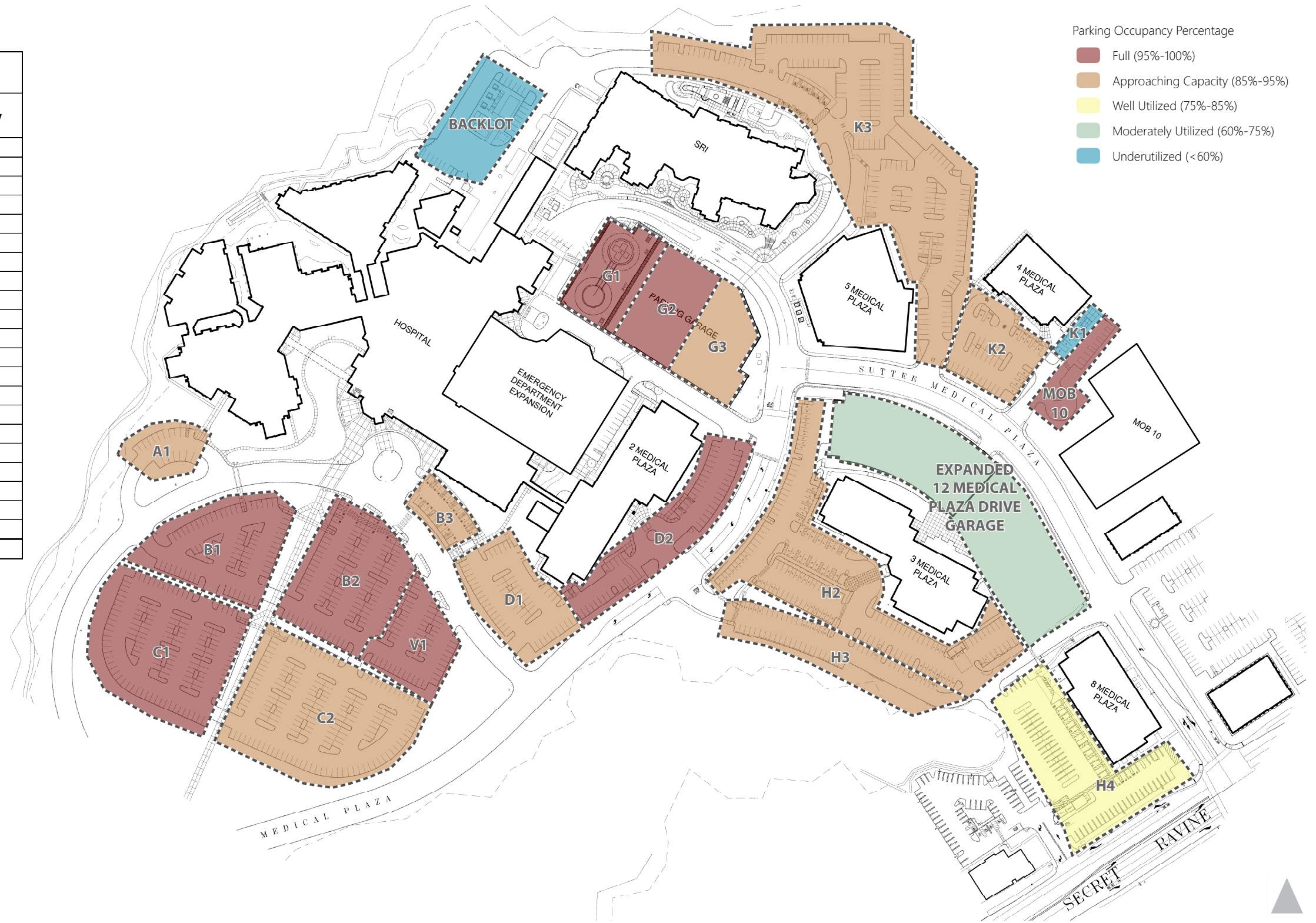


Figure 2
Peak Parking Utilization by Lot
Afternoon Peak Period (2pm) on Thursday, October 7, 2021



SRMC CAMPUS - PROJECTED PEAK OCCUPANCY

Lot	Total Spaces	Projected Peak Occupancy	
		Total Occupancy	% Occupancy
A1	18	17	94%
B1	75	75	100%
B2	150	150	100%
B3	18	17	94%
C1	127	127	100%
C2	202	190	94%
D1	55	52	95%
D2	51	49	96%
G1	185	182	98%
G2	181	181	100%
G3	169	150	89%
H2	154	141	92%
H3	58	55	95%
H4	83	65	78%
K1	3	1	33%
MOB 10	8	8	100%
K2	36	34	94%
K3	182	172	95%
V1	28	28	100%
Expanded 12 Medical Plaza Drive Garage	1,047	783	75%
BACK LOT	20	7	35%
TOTAL	2,850	2,484	87%



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Figure 3
 Peak Parking Utilization by Lot
 Projected Peak Occupancy with MOB 10 (Phase 2)
 and Expanded 12 Medical Plaza Drive Garage

Prepared by National Data & Surveying Services
Parking Study

Location: 1 Medical Plaza Dr
 City: Roseville, CA

Date: 10/5/2021
 Day: Tuesday

LOT	RESTRICTION	SPACES	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM
A1	Patient Parking Only 60 Min	8	6	8	7	8	7	6	8	6
A1	Handicap	2	2	2	2	2	1	1	1	1
A1	Doctor Only	8	8	8	8	8	8	8	8	5
B1	Visitor	75	75	75	75	75	75	75	75	72
B2	Visitor	141	141	141	141	141	141	141	138	128
B2	Handicap	9	8	8	9	9	8	9	9	9
B3	Handicap	18	13	18	17	17	17	18	16	13
BL	Ambulance	3	0	1	1	1	1	1	3	1
BL	Sutter Vehicles Only	1	1	1	1	1	1	1	1	1
BL	Open Area		4	6	5	5	4	4	4	2
C1	Staff	127	127	127	127	127	127	127	122	78
C2	Staff	137	137	137	137	137	137	136	135	90
C2	Carpool	23	23	23	23	23	23	23	23	21
C2	Valet/Overflow Vehicles		23	29	30	34	35	34	42	3
D1	Radiology Patients Only	7	5	4	6	6	6	5	6	7
D1	Doctor	5	5	5	5	5	5	5	5	5
D1	Ambulance	2	0	0	0	0	0	0	0	0
D1	Loading (Permit)	1	0	1	1	1	1	1	1	1
D1	Patient/Doctor Only	40	38	40	40	40	39	40	39	37
D2	Regular	33	33	33	33	33	33	33	32	31
D2	Handicap	13	11	13	13	12	12	11	11	11
D2	Radiation/Oncology Patient Only	4	0	1	1	3	3	4	4	4
D2	Prop Man	1	1	1	1	1	1	0	0	1
G1	Regular	38	38	38	38	38	38	38	37	32
G1	Handicap	11	5	8	11	10	11	9	9	7
G1	ER Patient	43	37	40	42	43	41	42	42	33
G1	Physician	84	81	81	83	82	84	84	83	78
G1	Security	2	2	2	2	2	1	2	2	2
G1	Reserved	1	0	0	0	0	0	0	1	1
G1	Motorcycle	6	5	5	6	6	6	6	4	3
G2	Regular	181	181	181	181	181	181	181	180	135
G3	Regular	169	93	144	150	161	162	160	158	125
H1	Regular	39	21	30	33	35	36	37	38	37
H1	Vanpool	20	5	6	7	5	4	4	4	5
H2	Regular	122	90	97	117	110	101	120	112	97
H2	Handicap	37	14	22	23	26	15	19	20	17
H2	Respiratory Clinic Only	9	4	5	6	6	5	5	6	4
H2	OB Physician	5	3	3	4	3	2	3	4	4
H2	Physician Only	12	7	7	7	9	9	10	12	11
H2	Passenger Loading	3	1	0	0	0	0	0	0	1
H3	Regular	36	27	31	36	32	28	36	34	33
H3	Valet Parking	22	9	16	18	17	7	15	15	14

H4	Regular	41	37	39	38	34	29	41	34	35
H4	Handicap	16	7	13	13	14	13	14	13	15
H4	Physician Only	23	11	12	12	13	11	15	9	9
H4	Passenger Loading	3	0	0	0	0	0	0	0	0
K1	Regular	60	44	50	48	45	45	46	39	24
K1	Handicap	5	1	1	2	1	1	1	1	1
K1	MD Only	8	8	8	7	7	4	4	3	2
K1	Staff	20	9	12	16	11	10	9	6	5
K1	Deliver	2	0	0	0	0	1	1	1	1
K1	RV	4	3	7	3	4	5	3	3	2
K1	Golf	3	1	0	1	1	0	0	0	0
K2	Regular	14	14	14	14	11	14	12	13	10
K2	Handicap	7	2	6	5	3	1	0	1	1
K2	Surgery MD	12	11	11	12	8	8	10	6	4
K2	Patient Pick Up	3	3	3	3	0	2	1	2	3
K3	Regular	130	130	130	129	129	129	129	130	117
K3	Handicap	20	10	12	14	11	12	14	9	8
K3	Reserved Vendor Only	16	16	16	15	15	16	15	15	12
K3	Patient Only	13	13	13	13	12	12	13	12	10
K3	Reserved SRI Family Training	3	2	3	1	1	2	3	3	3
P1	Regular	45	41	43	45	45	45	45	45	45
P1	EV Charge	10	2	8	9	10	10	10	10	10
P1	Vanpool	4	4	4	4	4	4	4	4	4
P1	Cleanair	2	2	2	2	2	2	2	2	2
P1 (Dead End)	Physician Parking Only	22	22	21	20	18	18	17	18	15
P1 (Dead End)	Handicap	2	0	0	1	1	1	1	2	1
P2	Regular	86	80	80	85	84	86	86	83	84
P2	Handicap	1	1	1	1	0	1	1	1	1
P2	Vanpool	6	6	6	6	6	6	6	6	6
P2	Cleanair	2	2	2	2	2	2	2	2	2
P3	Regular	89	78	85	87	88	89	87	85	86
P3	Handicap	2	0	0	1	2	1	0	0	0
P3	Vanpool	6	0	0	0	4	4	4	4	4
P3	Cleanair	2	2	2	2	2	2	2	2	2
P4	Regular	94	79	80	85	72	69	82	78	80
P4	Handicap	2	0	0	0	0	0	0	0	0
P4	Vanpool	6	3	3	3	3	3	3	4	2
P4	Cleanair	2	2	2	2	2	2	2	2	2
P5	Regular	98	7	8	10	11	11	18	29	25
P5	Handicap	2	0	0	0	0	0	0	0	0
P5	Vanpool	6	0	0	0	0	0	0	0	0
P5	Cleanair	2	0	0	0	0	0	0	0	0
V1	Patient/Visitor Only	28	8	16	28	28	24	18	17	13

Notes: K1 - There are intervals where occupancies exceeded for RV spaces because regular cars parked on the spaces instead.

Prepared by National Data & Surveying Services
Parking Study

Location: 1 Medical Plaza Dr
 City: Roseville, CA

Date: 10/7/2021
 Day: Thursday

LOT	RESTRICTION	SPACES	9:00 AM	10:00 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM
A1	Patient Parking Only 60 Min	8	3	6	5	4	4	6	4	7	7	6
A1	Handicap	2	2	2	2	2	2	2	2	2	1	1
A1	Doctor Only	8	2	2	2	4	3	7	6	4	5	4
B1	Visitor	75	75	75	75	75	74	74	74	75	75	73
B2	Visitor	141	140	139	140	140	139	141	140	141	138	119
B2	Handicap	9	8	7	9	9	9	9	8	9	9	7
B3	Handicap	18	15	16	17	14	14	13	18	16	15	15
BL	Ambulance	4	0	1	1	1	1	0	1	0	1	2
BL	Sutter Vehicles Only	1	1	1	0	0	1	1	1	1	1	1
BL	Open Area		13	16	13	15	15	14	12	9	12	9
C1	Staff	127	127	127	127	126	127	127	126	127	124	79
C2	Staff	137	137	137	137	137	137	137	136	137	135	115
C2	Carpool	23	23	23	23	23	23	23	21	23	22	20
C2	Valet/Overflow Vehicles		4	12	16	15	18	17	20	19	26	11
D1	Radiology Patients Only	7	2	5	7	5	6	5	4	5	5	7
D1	Doctor	5	3	4	4	3	3	4	4	4	4	2
D1	Ambulance	2	0	0	1	0	0	0	0	0	0	0
D1	Loading (Permit)	1	0	0	0	0	1	0	0	0	0	0
D1	Patient/Doctor Only	40	40	38	40	39	37	36	39	40	39	37
D2	Regular	33	30	30	31	30	28	27	33	32	33	30
D2	Handicap	13	13	12	12	9	10	9	11	10	13	11
D2	Radiation/Oncology Patient Only	4	4	4	3	2	2	3	4	2	4	4
D2	Prop Man	1	0	0	1	0	0	0	0	0	0	0
G1	Regular	38	38	38	38	38	38	38	36	37	35	27
G1	Handicap	11	10	11	11	11	10	10	10	10	11	11
G1	ER Patient	43	43	42	43	43	43	42	41	43	41	30
G1	Physician	84	84	84	83	84	84	83	80	84	81	74
G1	Security	2	2	2	2	2	2	1	2	2	2	2
G1	Reserved	1	0	0	0	0	0	0	0	0	0	0
G1	Motorcycle	6	2	2	3	3	4	4	4	6	4	4
G2	Regular	181	181	181	181	181	179	178	178	180	169	126
G3	Regular	169	109	134	142	145	151	149	152	165	155	131
H1	Regular	39	30	33	29	28	26	26	31	28	27	15
H1	Vanpool	20	17	18	19	18	18	18	18	17	11	9
H2	Regular	122	87	96	97	99	78	63	81	106	92	87
H2	Handicap	37	15	24	27	23	24	19	18	22	16	17
H2	Respiratory Clinic Only	9	4	4	4	6	5	7	6	5	6	7
H2	OB Physician	5	2	2	2	3	3	2	2	3	2	2
H2	Physician Only	12	6	9	10	9	6	5	8	9	9	8
H2	Passenger Loading	3	0	0	1	1	0	2	0	0	0	0
H3	Regular	36	34	34	32	31	27	24	30	34	33	22
H3	Valet Parking	22	20	20	18	10	6	4	6	20	10	1

H4	Regular	41	41	40	37	35	37	30	35	36	33	29
H4	Handicap	16	8	12	10	11	12	15	14	13	10	9
H4	Physician Only	23	16	14	13	13	13	13	18	18	14	7
H4	Passenger Loading	3	0	2	1	2	1	2	1	2	1	1
K1	Regular	60	46	47	49	50	44	44	43	46	35	21
K1	Handicap	5	1	1	2	2	3	2	2	1	2	1
K1	MD Only	8	7	8	8	8	8	7	7	6	5	4
K1	Staff	20	5	4	7	7	9	7	7	5	7	5
K1	Deliver	2	1	1	1	1	1	1	1	1	1	1
K1	RV	4	6	6	7	8	6	5	5	6	3	2
K1	Golf	3	1	1	1	1	1	1	1	1	0	0
K2	Regular	14	11	14	14	14	12	11	14	14	11	11
K2	Handicap	7	3	3	0	0	0	0	3	2	1	0
K2	Surgery MD	12	12	11	11	11	10	9	9	9	7	8
K2	Patient Pick Up	3	3	1	2	2	2	1	3	3	2	0
K3	Regular	130	129	130	130	129	124	113	121	128	130	97
K3	Handicap	20	11	11	12	13	8	15	12	14	14	9
K3	Reserved Vendor Only	16	16	16	16	16	16	15	14	13	16	16
K3	Patient Only	13	12	13	12	12	11	9	10	13	12	12
K3	Reserved SRI Family Training	3	1	2	3	3	2	3	3	3	3	3
P1	Regular	45	42	45	45	42	41	40	38	41	42	31
P1	EV Charge	10	10	10	10	10	10	9	9	9	8	8
P1	Vanpool	4	4	4	4	4	4	4	4	4	4	4
P1	Cleanair	2	2	2	2	2	2	2	2	2	2	2
1 (Dead End	Physician Parking Only	22	22	22	20	18	17	18	18	15	18	12
1 (Dead End	Handicap	2	1	0	1	1	1	1	1	1	2	2
P2	Regular	86	86	86	86	82	82	81	84	85	86	51
P2	Handicap	1	0	0	0	0	0	0	0	0	0	0
P2	Vanpool	6	6	6	6	6	6	6	6	6	6	5
P2	Cleanair	2	2	2	2	2	2	2	2	2	2	0
P3	Regular	89	86	81	89	89	84	78	77	77	85	65
P3	Handicap	2	1	1	0	0	0	0	0	0	0	0
P3	Vanpool	6	6	6	6	6	6	6	6	6	6	6
P3	Cleanair	2	2	2	2	2	2	2	2	2	1	0
P4	Regular	94	56	76	74	75	74	71	75	72	69	56
P4	Handicap	2	0	0	0	0	0	0	0	0	0	0
P4	Vanpool	6	6	6	6	6	6	6	6	6	6	4
P4	Cleanair	2	1	1	1	1	1	1	1	1	2	0
P5	Regular	98	3	7	8	6	5	5	8	10	12	11
P5	Handicap	2	0	0	0	0	0	0	0	0	0	0
P5	Vanpool	6	0	0	0	0	0	0	0	0	0	0
P5	Cleanair	2	0	0	0	0	0	0	0	0	0	0
V1	Patient/Visitor Only	28	4	7	15	16	18	18	20	14	12	8

Notes: K1 - There are intervals where occupancies exceeded for RV spaces because regular cars parked on the spaces instead.

SUTTER ROSEVILLE MEDICAL CENTER
CAMPUS MASTER PLAN - SQUARE FOOTAGE SUMMARY



	EXISTING SF	PROPOSED SF	SUB TOTAL
CURRENT ACUTE USES			
Existing Hospital Acute Spaces:	320,800	NC	
Acute Use in MOB 4:	14,992	NC	
Bed Tower:	90,240	NC	
Well-Baby Nursery:	2,037	NC	
#6 MEDICAL PLAZA (ARC)	105,730	NC	
NICU	12,800	NC	
ED/Critical Care Expansion (2016)		98,368	
Total Current Acute Uses	546,599	98,368	644,967
CURRENT OUTPATIENT USES / MOB'S			
Outpatient uses in Acute Space:	12,015	NC	
#2 MEDICAL PLAZA	76,000	NC	
#3 MEDICAL PLAZA	62,075	NC	
#4 MEDICAL PLAZA	14,467	NC	
#5 MEDICAL PLAZA	60,000	NC	
#8 MEDICAL PLAZA	60,000	NC	
Total Current Outpatient Use / MOB	284,557		284,557
Campus Grand total 2016	831,156		
Campus Grand total after 2020			929,524
Total for exisint Conditional Use Permit			1,100,000
Remaing square footage for future			170,476